BRITISH COLUMBIA

Ministry of Public Safety and Solicitor General

ENHANCED TRAFFIC ENFORCEMENT PROGRAM

2015 ANNUAL REPORT

A partnership between the Insurance Corporation of British Columbia, the Royal Canadian Mounted Police "E" Division, and the Ministry of Public Safety and Solicitor General, Policing and Security Branch

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LIST OF ACRONYMS

ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCP	BaitCar Program
CCC	*Criminal Code of Canada*
CCMTA	Canadian Council of Motor Transportation Administrators
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
IT	Investigative Team
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MPSSG	Ministry of Public Safety and Solicitor General
MVA	*Motor Vehicle Act*
OIC	Officer in Charge
PRTC	Pacific Regional Training Centre
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
SCDP	Speed Corridor Demonstration Project
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
VT	Violation Ticket

MINISTER'S MESSAGE

It is my pleasure to present the 2015 Enhanced Traffic Enforcement Program Annual Report.

This report highlights an important year of effort and achievement in the province's priority traffic enforcement areas.

In 2015, the Enhanced Traffic Enforcement Program continued to examine and improve data-driven, intelligence-led strategies to support enforcement operations and program efficiencies, while focusing on the following provincial enhanced traffic safety enforcement priorities:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving,
- Minimizing the impact of vehicle crimes,
- Supporting road user behavioural change, and
- Fostering communication and collaboration.

In 2015, we extended the province's long-standing enhanced traffic enforcement and road safety funding agreement with the Insurance Corporation of British Columbia for an additional two years.

The Enhanced Traffic Enforcement Program utilizes its multi-year strategic plan to help guide allocation of the program's human and financial resources, while ensuring that program efforts are well aligned with BC's provincial *Road Safety Strategy: Moving to Vision Zero*.

As part of our ongoing commitment to improving road safety delivery in BC, in 2015 the partners commenced a forward-looking review of major program elements to identify and ensure the best allocation of resources and methods for delivering enhanced traffic enforcement in the future.

I want to acknowledge the hard work that enforcement dedicates every day to saving lives and reducing traffic injuries. In the year ahead, I commit to continue working with road safety partners to further reduce harm on BC's roads.

I look forward to continued collaboration with the road safety community and building on our shared vision. Together, we can work to make BC roads the safest in North America.

Mike Morris
Minister of Public Safety and Solicitor General

ENHANCED ENFORCEMENT PROGRAM MANDATE

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts

Program Overview

British Columbia's Enhanced Traffic Enforcement Program (ETEP) has been in place for over a decade[1]. ETEP is the only program of its kind in Canada and is a collaborative effort between Policing and Security Branch, Ministry of Public Safety and Solicitor General (MPSSG; formerly Ministry of Justice), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) "E" Division. Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams and front-line police officers.

Under the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU), ETEP annual funding is provided by ICBC with additional funds to operational enforcement through the Provincial Police Service Agreement for police resources.

Policing and Security Branch's Road Safety Unit (RSU) is responsible for administration and oversight of BC's ETEP. The RSU works closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. Program funding supports: dedicated traffic enforcement units; road safety research, policy and oversight; evaluation, consultation and collaboration; communications coordination and advertising; intelligence-led policing; and advancing the use of new enforcement technologies.

The RSU's responsibilities include: administrative and financial oversight of the program, including the Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and BaitCar; operation of the Intersection Safety Camera (ISC) Program; direct funding to municipal police departments for CounterAttack targeted impaired driving enforcement; funding for enhanced traffic training; and secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC).

Enhanced enforcement resources and efforts are aligned to support provincial road safety goals and priorities while reflecting unique regional circumstances. RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government. The 2015/16 annual gross program budget contribution by ICBC through the MOU was $25,488,988. The federal government contributed $9,882,459 towards the total ETEP budget of $35,371,447.

[1] The first MOU was signed in December 2003. Please refer to the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* between ICBC and the Minister of Public Safety and Solicitor General.

Program Strategic Goals and Principles

In 2015, ETEP continued to focus efforts and resources on priorities aligned with the program's strategic goals set out in the Program's Strategic Plan 2012-2017[2]:

- Support enforcement efforts to reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Affect and support road user behavioural change
- Foster communication and collaboration

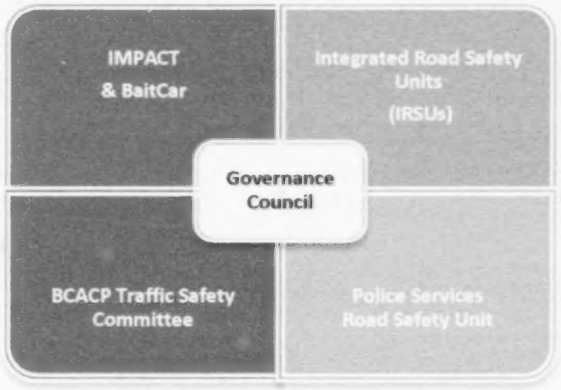
The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promoting public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in North America by 2020.

Program Governance

FIGURE 1: GOVERNANCE MODEL



The governance and accountability processes of the Enhanced Traffic Enforcement Program (ETEP) are transparent, reflect the responsibilities of the key partners, and ensure that obligations are upheld and objectives are achieved. Membership on the Governance Council is comprised of four executive representatives or their delegates from the following organizations:

- Executive Director and Deputy Director of Police Services (Chair), MPSSG
- ICBC Director of Communications, Stakeholder Engagement and Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative
- RCMP Assistant Commissioner Criminal Operations - CORE Policing

The duties and responsibilities of the Governance Council are: to provide advice to Policing and Security Branch (Road Safety Unit) on the development and implementation of the strategic plan for ETEP; to review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports; to review and

[2] 2012-2017 Enhanced Traffic Enforcement Program Strategic Plan http://www2.gov.bc.ca/assets/gov/law-crime-and-justice/criminal-justice/police/publications/road-safety/enhanced-traffic-enforcement-strategic-plan-2012-17.pdf

approve the Advisory Committee duties and responsibilities; to monitor the performance of ETEP towards the approved strategic objectives and against the Operations Plan and, where appropriate, review and recommend any significant changes to ETEP.

There is also an Advisory Committee to the Governance Council. The Advisory Committee includes representation from government, police agencies and ICBC. The Advisory Committee acts as a consultative body by providing stakeholder input and feedback on the ETEP, including activities, policies and emerging issues.

The Integrated Municipal Provincial Auto Crime Team (IMPACT) Policy Board is comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch, and Policing and Security Branch. The Policy Board meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

BC ASSOCIATION OF CHIEFS OF POLICE TRAFFIC SAFETY COMMITTEE

The RSU provides funding and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, meets twice a year.

In its role as secretariat, the RSU is responsible for:

- Planning and coordinating regular meetings of the executive and general membership
- Supporting communications on behalf of the Chair
- Preparing and distributing minutes and formal motions from all Committee meetings
- Managing the business and financial affairs of the Committee

The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Impaired Driving Advisory Committee, addresses matters related to impaired driving enforcement and reports through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study, advance and address road safety enforcement issues.

In 2015, the following three motions of the BCACP TSC were supported by the BC Association of Chiefs of Police:

- Requesting that the provincial government conduct pilot enforcement projects in areas identified as high risk travel corridors using automated technologies to measure the benefits and identify the challenges of implementing such a program on a province wide basis
- Recommending that the penalties for failing to stop for police be reviewed for the purpose of bringing the penalties and sanctions to a level that will provide some reasonable deterrence
- Endorsing the 2016 provincial enforcement campaign schedule

During 2015, the general membership met in March and October. Membership identified the themes of drug impaired driving and distracted driving as their enforcement focus for the year. The officer safety themes identified by membership were distractions in police vehicles and visibility. General membership

meetings support ongoing information and knowledge exchange, professional engagement and advancing policy positions.

The RSU supports the work of BCACP TSC members and executive in arranging opportunities for technical presentations, networking, and sharing innovative solutions and strategies.

BCACP PROVINCIAL ENFORCEMENT CAMPAIGN CALENDAR

ETEP's main focus in 2015 supports efforts of traffic enforcement to reduce high risk road user behaviour. The provincial enforcement campaign calendar is planned, endorsed and implemented through the BCACP TSC membership and all BC police agencies.

TABLE 1: BCACP PROVINCIAL ENFORCEMENT CAMPAIGN CALENDAR 2015

2015	CAMPAIGN
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupants Restraint Campaign
November 1 - 30	Speed Relative to Conditions Campaign
December 1, 2015 – January 1, 2016	Winter Impaired Driving Campaign (Alcohol/Drugs)

Enhanced traffic enforcement is delivered primarily through Integrated Road Safety Units (IRSUs), dedicated to targeting dangerous driving behaviours which most frequently cause injuries and deaths.

ENHANCED TRAFFIC ENFORCEMENT AND INTEGRATED ROAD SAFETY UNITS

Supporting enforcement efforts to reduce high risk road user behaviour

Integrated Road Safety Units (IRSUs)

IRSUs are comprised of officers from both the RCMP and independent municipal police departments. IRSUs are located in each district across BC: Lower Mainland District (which includes the Fraser Valley and Greater Vancouver regions), Southeast District, North District and Vancouver Island District. IRSU officers enhance existing baseline traffic resources across BC by providing resources above and beyond the traffic services funded through the RCMP "E" Division and independent municipal police departments.

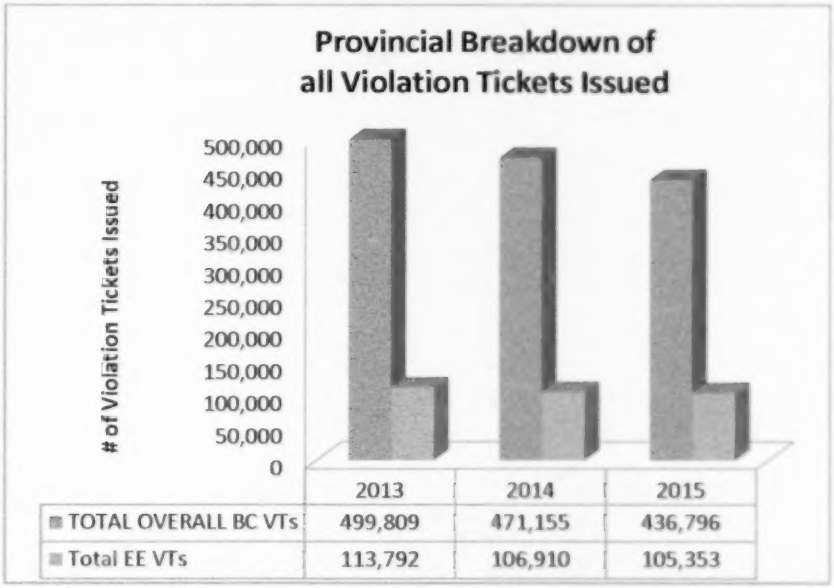
In addition to the IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP, and is usually applied towards CounterAttack campaigns.

Enhanced Traffic Enforcement

The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as 'enhanced enforcement' (EE). The contribution of EE[3] is typically measured in comparison to the overall provincial output[4], or the number of violation tickets (VTs) that are issued by baseline traffic services. EE targets the dangerous driving behaviours which contribute to the majority of traffic collisions resulting in fatalities and serious injuries. Targeted enforcement priorities include speeding, distracted driving, intersections, unrestrained occupants and impaired driving.

EE Contribution to Provincial VT Output

FIGURE 2: PROVINCIAL VIOLATION TICKETS (2013-2015)



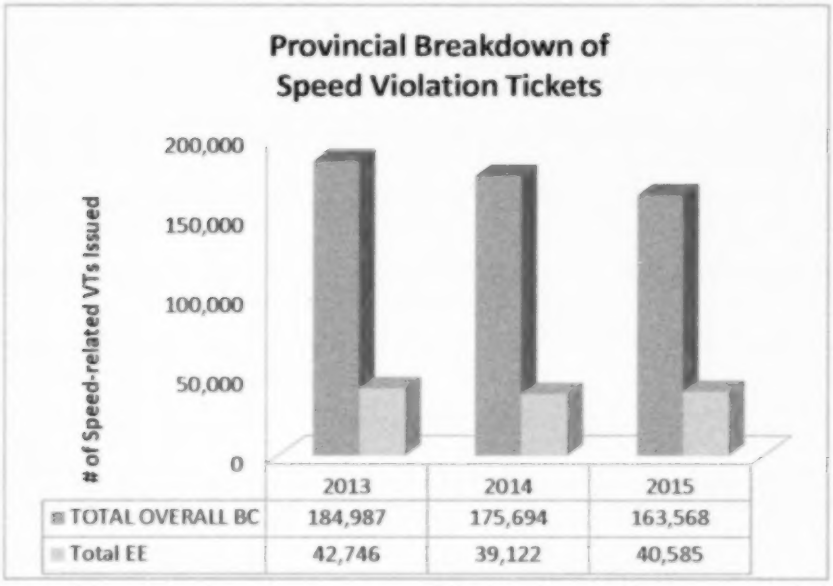
This graph shows EE contribution to the overall provincial output. EE outputs accounted for approximately 24 percent of total provincial violation tickets outputs in 2015. The three-year average (2013-2015) EE contribution to the provincial violation ticket output was 23 percent. The number of violation tickets, issued by EE decreased by about one percent in 2015 compared to 2014.

Speed Enforcement

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target speed related infractions during the months of May and November. In May enforcement focuses on speed violations, as such violations constitute 'high risk driving' behaviour. November efforts are dedicated towards speeding relative to conditions; that campaign encourages drivers to operate motor vehicles safely in adverse and changing weather and road conditions. EE efforts for targeted speed enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed, and excessive speed, which also includes vehicle impoundment.

[3] EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.
[4] Provincial data is retrieved from ICBC's Business Information Warehouse ("Contraventions Report") and is current as of June 30, 2016.

FIGURE 3: PROVINCIAL VIOLATION TICKETS – SPEED (2013-2015)



This graph shows that EE contributed approximately 25 percent of speed violation ticket outputs to the provincial total in 2015. On average, from 2013 to 2015, EE contributed 23 percent to the total violation tickets issued for speeding in the province. The number of speed-related violation tickets, issued by EE increased by about four percent in 2015 compared to 2014.

Distracted Driving Enforcement

The BCACP Provincial Enforcement Campaign Calendar dedicated the months of March and September to target distracted drivers across BC, and to remind people to not use handheld electronic devices while operating a motor vehicle.

FIGURE 4: PROVINCIAL VIOLATION TICKETS –DISTRACTED DRIVING (2013-2015)

EE distracted driving efforts target drivers who talk or text using handheld devices, such as cellular phones and tablets while driving.

This graph shows that EE contributed approximately 27 percent of distracted driving violation ticket outputs to the provincial total in 2015. On average, from 2013 to 2015, EE contributed 23 percent to the total provincial distracted driving violation tickets. The number of distracted driving violation tickets issued by EE increased by about ten percent in 2015 compared to 2014.

Intersection Enforcement

Intersection enforcement is not specifically included as a campaign in the BCACP Provincial Enforcement Campaign Calendar. However, intersection offences are targeted during the month of May, which is a 'high risk driving month' in the BCACP Provincial Enforcement Campaign Calendar.

Intersection safety is also reinforced year-round through automated enforcement provided by the Intersection Safety Camera Program. Violation tickets issued by this program are reported out separately, and not included in the outputs below. Police issued intersection-related violations include disobeying a traffic light, failure to stop, and improper turning.

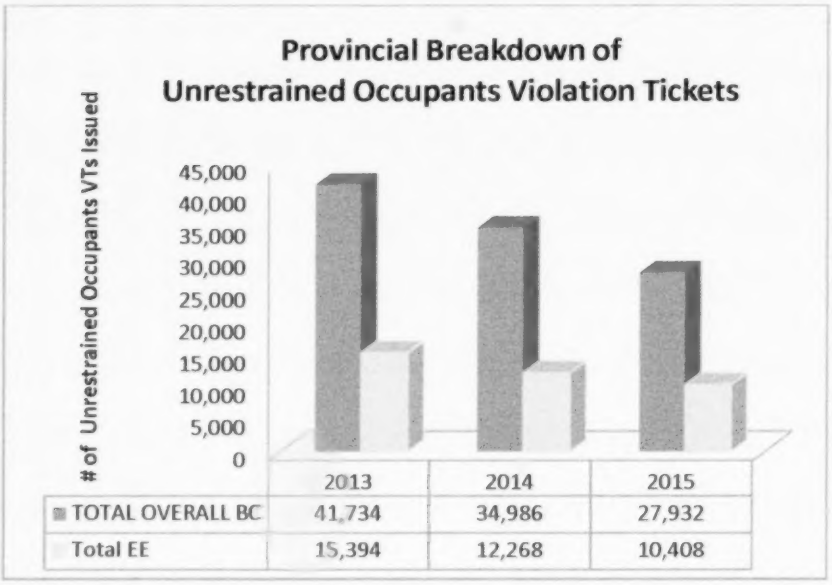
FIGURE 5: PROVINCIAL VIOLATION TICKETS – INTERSECTIONS (2013-2015)

This graph shows that EE contributed approximately 14 percent of intersection-related violation ticket outputs to the provincial total in 2015. On average, from 2013 to 2015 EE contributed 14 percent to the total provincial intersection-related tickets. The number of intersection-related violation tickets issued by EE decreased by about 15 percent in 2015 compared to 2014.

Unrestrained Occupant Enforcement

In addition to year-round enforcement, officers across the province target unrestrained occupants during the months of March and September following the BCACP Provincial Enforcement Campaign Calendar. The term 'unrestrained occupants' typically refers to individuals who are not wearing seatbelts, and also includes infant and/or child restraint systems and booster seats violations. The graph below shows that EE contributed approximately 37 percent of unrestrained occupant violation ticket outputs to the provincial total in 2015. On average, from 2013 to 2015, EE contributed 36 percent to the total provincial unrestrained occupant violation tickets. The number of unrestrained occupant violation tickets issued by EE decreased by about 15 percent in 2015 compared to 2014.

FIGURE 6: PROVINCIAL VIOLATION TICKETS – UNRESTRAINED OCCUPANTS (2013-2015)



	2013	2014	2015
TOTAL OVERALL BC	41,734	34,986	27,932
Total EE	15,394	12,268	10,408

Impaired Driving Enforcement

The BCACP Provincial Enforcement Campaign Calendar aligns with provincial enforcement efforts to target alcohol and drug impaired driving during July and December. The ETEP supports alcohol and drug impaired driving enforcement through year-round enforcement conducted by IRSUs, which is enhanced by Summer and Winter CounterAttack campaigns. The RSU provides additional dedicated overtime MOU funds to support independent municipal police department CounterAttack campaigns; ERSEI funding supports parallel campaigns through the RCMP.

PHOTO CREDIT: BURNABY RCMP

Dedicated overtime funds are also available for the Drug Recognition Expert (DRE) call out initiative. When a suspected drug impaired driver is identified by police, police can request the assistance of a trained DRE to conduct a specialized investigation. Funding for DRE call out is available to all police agencies through ETEP in support of enforcement of drug impaired driving.

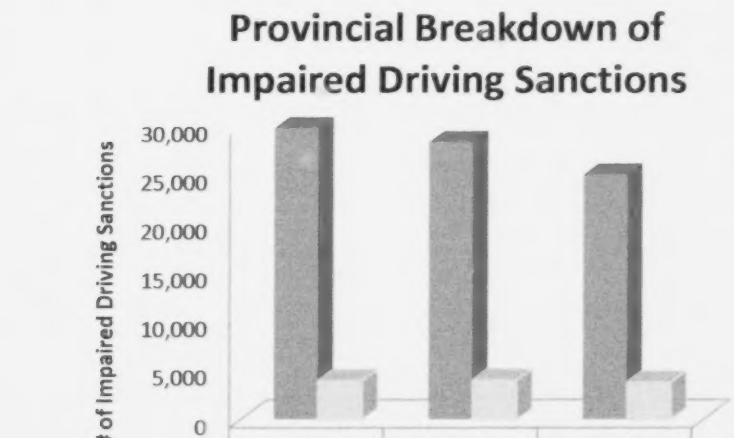
Alcohol and drug impaired driving outputs consist of the following sanctions, notices and charges:

- *Motor Vehicle Act* (*MVA*) sanctions for impaired contraventions:
    - Immediate Roadside Prohibitions (IRP)

- 24 hour alcohol and 24 hour drug suspensions
- 12 hour alcohol-related suspensions
- Notices of Administrative Driving Prohibitions (ADP)

- *Criminal Code of Canada* (*CCC*) charges for alcohol and drug impaired driving

FIGURE 7: PROVINCIAL IMPAIRED DRIVING SANCTIONS (2013-2015)



This graph shows that EE contributed approximately 15 percent of impaired driving outputs to the provincial total in 2015[5]. On average, from 2013 to 2015, EE contributed 14 percent to the total provincial alcohol and drug impaired driving outputs. The number of impaired driving outputs issued by EE decreased by about six percent in 2015 compared to 2014.

Motor Vehicle Act Sanctions

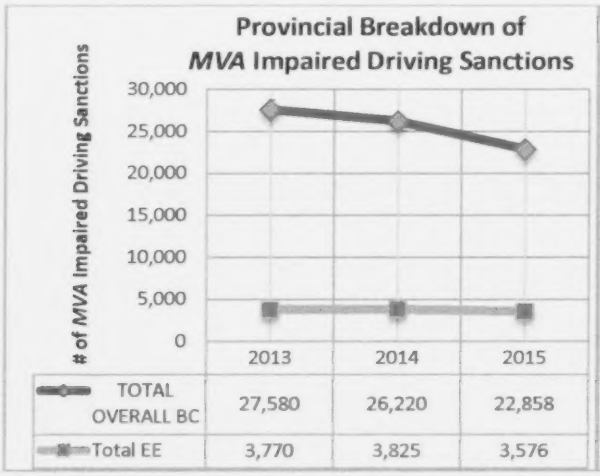
MVA sanctions include impaired driving-related provisions associated with alcohol and drugs. The impaired provisions that are used most often in the *MVA* are the IRP sections. IRP targets drivers who have a level of impairment in the 'warn' range of 0.05-0.08 blood alcohol content (BAC); drivers who exceed the legal limit of 0.08 BAC; and drivers who refuse to provide a breath sample for testing. IRP sanctions include 3 day, 7 day, 30 day and 90 day immediate roadside prohibitions. A 90 day Administrative Driving Prohibition (ADP) may be issued in addition to *MVA* sanctions or *CCC* charges to drivers who fail a breath test, drivers who exceed the legal limit of 0.08 BAC, or to drivers who are sanctioned for 24 hour suspension for breath sample refusal. ADP is not considered a contravention, but a notice, and it is issued together with either a *MVA* sanction or a *CCC* charge.

Criminal Code of Canada Charges

CCC charges include charges against drivers for operating a motor vehicle while impaired by alcohol or drugs. Since 2010 when IRP provisions were introduced, *CCC* impaired charges have decreased.

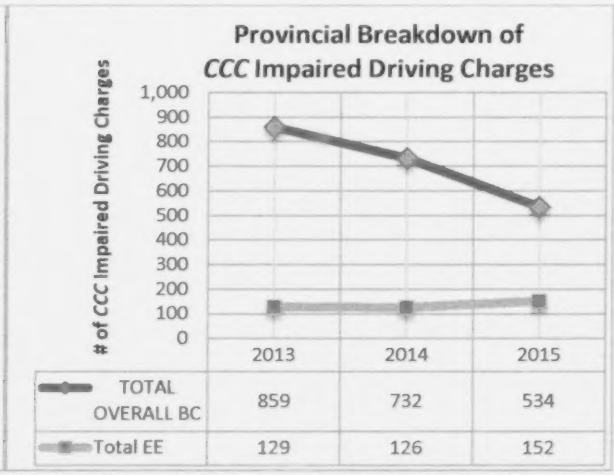
[5] Data in the graph includes sanctions under the *MVA*, charges under the *CCC*, and ADP notices issued under the *MVA*.

FIGURE 8: PROVINCIAL IMPAIRED SANCTIONS – *MVA* (2013-2015)



	2013	2014	2015
TOTAL OVERALL BC	27,580	26,220	22,858
Total EE	3,770	3,825	3,576

FIGURE 9: PROVINCIAL IMPAIRED CHARGES - *CCC* (2013-2015)



	2013	2014	2015
TOTAL OVERALL BC	859	732	534
Total EE	129	126	152

These graphs show that EE contributed approximately 16 percent of impaired driving sanctions to the provincial *MVA* impaired driving total sanctions in 2015[6] and 28 percent of impaired driving charges to the provincial *CCC* impaired driving total in 2015[7]. The number of impaired driving sanctions, issued by EE decreased by about seven percent in 2015 as compared to 2014.The number of *CCC* impaired charges, issued by EE increased by about 17 percent in 2015 as compared to 2014.

COUNTERATTACK

Every year, ETEP makes funding available to police in support of overtime for CounterAttack impaired driving enforcement campaigns (Summer and Winter), accompanied by public awareness and enforcement advertising. In 2015/16, a total of $469,560 was provided to eleven independent municipal police departments who delivered 4,472 hours of additional impairment-related enforcement during the Summer and Winter campaigns.

PHOTO CREDIT: BURNABY RCMP

Eleven independent municipal police departments use dedicated CounterAttack funds to mount impaired driving roadblocks and targeted enforcement. The RCMP participates in Summer and Winter CounterAttack campaigns by dispersing its overtime funds through the Enhanced Road Safety Enforcement Initiative (ERSEI) directly to RCMP detachments and units through "E" Division Traffic Services. Together, ETEP funded enforcement makes important contributions to the provincial alcohol-related driving reduction target.

[6] ADP notices are excluded.
[7] ADP notices are excluded.

CounterAttack statistics are collected from the municipal police departments based on the CounterAttack funding agreements[8]. Out of all the breath tests administered to drivers by independent municipal police during road checks, during the 2015 Summer and Winter campaigns, an average of[9]:

- 86% passed the roadside screening test on a roadside screening device
- 8% blew warnings
- 6% failed the breath test
- 174 drivers received 90-day prohibitions for failing or refusing the breath test
- five people were criminally charged with impaired driving under the *Criminal Code of Canada*

Visible police enforcement, including CounterAttack road checks, keeps the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

INTERSECTION SAFETY CAMERA PROGRAM

The Intersection Safety Camera (ISC) program has been in operation since 1999 and continues to deliver a high level of efficiency and effectiveness. The program operates 140 digital cameras installed at high-risk intersections across the province to reduce crashes, injuries and fatalities.

The ISC program is operated collaboratively by MPSSG, the RCMP and ICBC. MPSSG Intersection Safety Camera Officers (ISCOs) are responsible for charging all red light camera offences. The ISCOs are appointed as Special Provincial Constables pursuant to Section 9 of the *Police Act*. Officers are trained on the Prescribed Technology and further represent the program in Provincial Traffic Court. The ISCO verifies the authenticity of image evidence and offence data, and reviews the images to determine if a charge may be laid. Images that are deemed chargeable fall under Section 129(1) of the *MVA*— 'disobey red light at intersection' and are issued to the registered owner of the vehicle. The ISCOs are responsible for prosecuting the violation tickets in traffic courts around the province.

A total of 32,780 ISC VTs[10] were mailed in 2015, resulting in a three percent increase over 2014. Ticket volumes were higher in the first quarter of 2015 during the data gathering phase of the ISC Activation Level Study, and the incidents per activation hour also increased slightly in 2015 over the 2014 results. This is also related to camera scheduling changes required for the study. In 2015, the charge rate[11] was 45 percent, on target with the 2014 rate – the highest since the program upgrade in 2011.

Violation ticket volumes have increased slightly since 2011 due to ongoing camera lens upgrades and other improvements to image quality which contribute to a steady rise in the charge rate. Payment rate for violation tickets was 92 percent in 2015.

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[8] Data collected from the roadcheck reports (CA and TTEP 2015-16 Data & Payments)
[9] Statistics do not include RCMP outputs
[10] Data obtained from ICBC ISC Activity Overviews and Court Disposition Summaries
[11] Charge rate is the rate of total violation tickets mailed vs. total incidents reviewed

FIGURE 10: ISC VIOLATION TICKETS (2013-2015)

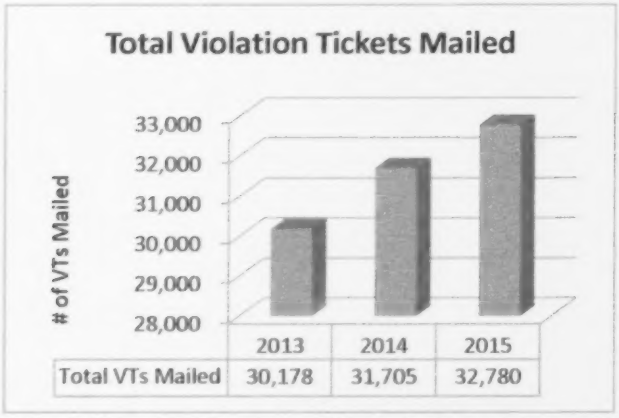


TABLE 2: ISC PROSECUTION STATISTICS 2015

ISC Prosecution Statistics 2015		
Outcome	**2015**	**% of Total**
No Show	655	37%
Guilty Plea	690	39%
Trial Guilty	154	9%
Trial Not Guilty	11	1%
Other[12]	260	14%
Total Disputes	1,770	100%

According to 2015 prosecution statistics, a total of 1,770 disputes were scheduled to be heard in court. Of these 1,770 disputes, 37 percent (655 people) didn't show up to their court date and 39 percent (690 people) pleaded guilty in Traffic Court. Based on the defendants who elected to take the stand, another nine percent (154 people) were found guilty by the Judicial Justice, compared to less than one percent (eleven people) who were found not guilty.

Two recent evaluations of the ISC program were conducted by ICBC: an evaluation of the enforcement program's new sites; and an evaluation of the effect of increased active enforcement levels on red light running rates.

The objectives of the New Sites evaluation were: to estimate the effect of the ISC program on intersection crashes and claims costs at 84 new sites, which were added in 2011 during the program upgrade; and assess the impact by analyzing collision severity during the initial period of the new camera sites' operations (approximately 2.5 years on average). The study was completed in 2015 with the following findings: a reduction of just under three percent of the total numbers of collisions at the new ISC locations; and a five percent reduction in frequency of severe collisions versus vehicle property damage only collisions.

The primary goal of an evaluation of the effect of increased active enforcement levels on red light running rates was to investigate relationships between increasing ISC activation levels and driver behaviour as demonstrated by changes in red light running behaviour at ISC intersections. The data collection phase was completed in March 2015 and results of the study will be available in 2016.

AUTOMATED LICENCE PLATE RECOGNITION

ETEP supports the deployment of Automated Licence Plate Recognition (ALPR) technology in police vehicles for traffic enforcement across the province. ALPR assists in making BC roads safer by identifying licence plates associated with stolen vehicles, prohibited drivers, unlicensed drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *Criminal Code of Canada* arrest warrant.

[12] Other category consists mostly of withdrawn tickets

RCMP "E" Division Traffic Services is responsible for the daily management and delivery of the ALPR program for all police agencies that use this technology for traffic enforcement in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database. When a scanned license plate matches a licence plate in the police database, the system issues an alarm indicating a 'hit'; this confirms that the licence plate is associated with someone already wanted by police, suspended/prohibited from driving, driving without insurance, and/or driving without a licence. When the hit is confirmed the officer will respond, if appropriate to do so. Forty nine ALPR systems were in use in BC in 2015[13].

TABLE 3: ALPR STATISTICS (2013-2015)

Summary of ALPR Statistics			
Outcome	**2013**	**2014**	**2015**
Number of plates read	3,186,409	3,673,206	3,469,558
Number of hits	35,731	40,401	39,326
Number of hits responded to[14]	12,464	12,609	10,953
Number of charges[15] and enforcement actions[16]	5,052	5,035	4,525

In 2015, just under than 3.5 million licence plates were read, registering over 39,000 hits. Of these 39,000 hits police officers responded to over 10,900 hits and over 4,500 responses resulted in a charge or an enforcement action by a police officer.

On average about one percent of all licence plates read result in a 'hit' with on average 31 percent of the hits resulting in an officer's response, such as pulling a vehicle over for an additional check; 31 percent of responses resulting in charges being laid, such as driving without a valid license and nine percent of officers' responses resulted in an enforcement action other than a *CCC* or *MVA* charge, such as serving a notice of driving prohibition.

The reduction in the program's total outputs in 2015 may be a result of a number of factors, such as fleet refresh, maintenance and repair of several ALPR units.

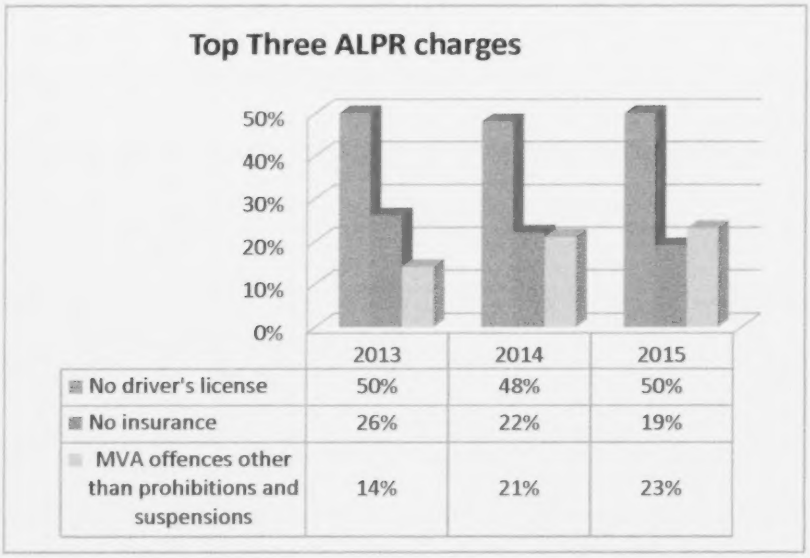
[13] For more information on the use of ALPR by traffic enforcement in BC see http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-place-recognition

[14] Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the *Criminal Code* and/or *Motor Vehicle Act*. Not every response results in an enforcement action or a charge being laid

[15] A 'charge' is laid pursuant to the *Criminal Code* and/or the *Motor Vehicle Act*

[16] An 'enforcement action' is an action other than a charge pursuant to the *Criminal Code* and/or *Motor Vehicle Act*, such as property recovery/seizure, vehicle impound and also includes *MVA* sanctions such as Immediate Roadside Prohibition or Administrative Driving Prohibition

FIGURE 11: ALPR CHARGES - TOP THREE



The same three charges categories were the top three categories for the period of 2013 to 2015: no driver's license, no insurance and MVA offences other than prohibitions or suspensions.

The same three enforcement actions categories were the top three categories for the period of 2013 to 2015: notice of driving prohibitions, vehicle impounds and issuance of Notice and Orders. In 2015 these categories amounted to:

- 32 percent – Serving Notice of Driving Prohibitions
- 29 percent – Vehicle Impounds
- 9 percent – Issuance of Notice and Orders

In 2015, BC actively participated in the Canadian Council of Motor Transportation Administrators' (CCMTA) ALPR Project Working Group as part of its national ALPR project. The objective of CCMTA's ALPR project was to determine the potential of ALPR for improving road safety through identifying suspended and otherwise improperly licensed drivers. ALPR has the potential to increase both the likelihood of a suspended driver being caught while driving and the perceived likelihood of being caught by the police for driving while suspended and may reduce the incidence of such behaviour. The final report is expected to be completed in 2016.

TRAFFIC SAFETY HELICOPTERS

The ETEP also provides funding for tactical flight officers deployed in BC's two traffic safety helicopters to help target and reduce dangerous driving behaviours. BC's Traffic Safety Helicopters (TSH), also known at Air 1 and Air 2, support traffic units by focusing on 'aggressive' drivers, impaired drivers and auto crime-related activity. Air 1 and 2 also provide enforcement support for patrol vehicles responding

PHOTO CREDIT: RSU

to other types of public safety emergencies.

The TSHs were purchased in 2004 (Air 1) and 2009 (Air 2) through a partnership between the RCMP, ICBC and the province. The TSH's serve over 17 communities in the Lower Mainland where they assist in locating and monitoring suspects and vehicles that may be avoiding or have fled from ground units. The TSHs provide assistance to general patrol units as well as specialized units, such as traffic, border patrol, emergency response team, search and rescue, K-9 and marine units.

In 2015, assisted in a total of 335 arrests and generated the following traffic-related outputs:

- 75 arrests for stolen vehicles where TSHs played a crucial role
- 58 vehicles recovered
- 45 suspects arrested after flight/pursuit from the police
- 17 *MVA* violation tickets
- 25 *MVA* sanctions for impaired driving

Out of total 1,207 calls attended by TSH in 2015, 248 calls (approximately 21 percent) were to provide assistance to traffic units. Stolen vehicles were a primary offence in 156 calls; impaired driving was a primary offence in 25 calls; and offences under the *MVA* were a primary offence in 17 calls. Other types of calls such as flight from police (117 calls) and hit and run (12 calls) also involve traffic related offences.

INTEGRATED MUNICIPAL PROVINCIAL AUTO CRIME TEAM

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit has been operational since 2003 and consists of specialized auto theft investigators from seven police agencies in the Greater Vancouver area. IMPACT serves all RCMP and independent municipal police jurisdictions in BC. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT), and the BaitCar Program (BCP). The IT was introduced as part of the larger implementation of recommendations outlined in the *IMPACT Review* (2012).

TABLE 4: IMPACT ARRESTS AND RECOVERY OF STOLEN VEHICLES (2013-2015)[17]

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	**2013**	**2014**	**2015**
Enforcement Team arrests	59	80	79
BaitCar program arrests	65	82	56
Total IMPACT arrests	124	162	135
Stolen vehicle recovery	150	183	214

[17] Data from IMPACT program

Since the inception of IMPACT's Strategic Plan 2007 to 2015, the Enforcement Team has apprehended and arrested 668 auto thieves and recovered 1,783 stolen vehicles throughout BC. Additionally, the BCP has led to the arrest of 607 auto thieves. Between the two successful IMPACT programs, a total of 1,272 arrests relating to auto theft have been made over the last nine years.

Since 2013, IMPACT has been implementing the recommended actions of a forward-looking review. These include: analyzing their operational structure with the goal of supporting a new five-year Strategic Plan; a greater involvement in long-term, integrated investigations of chronic auto crime offenders; expanding operational reporting, ensuring that BC's BaitCar fleet is kept current with vehicle crime trends; and fulfilling IMPACT's role as a provincial unit by providing expertise, training and assistance to jurisdictions across BC.

A long-term investigative team was established at IMPACT with a primary focus of investigating more complicated auto crime offences, assisting in the background research of prolific auto crime offenders in BC, and working more closely with policing to deploy the Enforcement Team in a strategic manner.

In 2015, IMPACT's Investigative Team identified and dismantled the largest scale chop shop in IMPACT's history and the largest in recent BC history. The ongoing investigation resulted in a number of arrests and charges as well as seizure of thousands of dollars in tools, shop equipment, hoists, vehicle parts and tow trucks.

A reduction in a number of individual arrests in 2015 may be due to utilization of resources for larger scale investigations.

The Enforcement Team continued to focus on tracking and apprehending chronic auto thieves through their investigative work and deployment of surveillance equipment. In addition to 79 arrests made by the ET, the ET provided assistance to other police detachments across BC, which resulted in an additional 32 arrests.

BaitCar Program

PHOTO CREDIT: BAITCAR PROGRAM

The BaitCar Program (BCP) continued to catch auto thieves across the province in 2015. Bait vehicles and bait property were provided to various detachments across BC to deploy in "hot spots" identified through intelligence-led policing. In 2015, there were 244 bait car activations[18] in BC. Out of 56 arrests made by the BCP, 30 were for theft of auto and 26 were for theft from auto.

[18] Bait Car activation is the instance when someone interferes with the vehicle, therefore, a police response is required to check the status of the vehicle. Activation may happen when a concerned citizen or a security guard opens a door to look for registration or to check if the vehicle has been stolen

The BCP provides training to every new BaitCar liaison[19] that joins the BCP. A total of 19 BaitCar liaison training sessions were completed in 17 BC jurisdictions in 2015.

The BCP continues to review and refresh its fleet to keep up to date with new technologies.

Theft from vehicles accounted for 50 percent of BaitCar activations.

The BCP continued to expand their enforcement and operations data collection in 2015.

MOU FOCUSED EVALUATIONS

As part of its responsibilities under the 2012 ETEP MOU, the RSU completed two focused evaluations related to ETEP in 2015: Speed Corridor Demonstration Project; and Police Officer Motivation and Impaired Driving Enforcement Study.

Data gathering, data analysis and results for both studies were completed by early 2015; final findings were tabled with Governance Council in March of 2015.

Governance Council endorsed reporting out on both studies' successful completion and high-level findings.

Speed Corridor Demonstration Project

The purpose of the Speed Corridor Demonstration Project (SCDP) was to investigate the effect of enhanced traffic law enforcement on driver speeds on a selected urban corridor in Surrey, BC with an associated aim to document the delivery of enhanced enforcement efforts by an IRSU along the treatment corridor, including characteristics and quantity of deployment over a specified period of time.

The main results of the study were:

- Speeding behaviour is identified as particularly challenging to modify. Published studies in traffic safety highlight the difficulty in creating lasting effects.
- Days on which additional enforcement was delivered showed a decrease in proportion of vehicles exceeding the speed limit by 15 km/h or greater on the treatment corridors as compared to days that did not receive any enforcement.
- As hours of enhanced enforcement increase, the proportion of speeders decrease and vice versa – evidenced by a moderate inverse correlation between the intensity of enhanced enforcement and proportion of speeders.
- The above noted reductions were not observed over a longer term or relative to the comparison corridors, which may be due to study design, presence of external factors and seasonality.
- Findings show that enhanced enforcement augments standard/baseline traffic enforcement with respect to the number of hours of enforcement.

[19] Bait Car liaison is the person in a municipal or RCMP jurisdiction responsible for determining a "hot spot" and deploying a bait vehicle. Liaison is a local "expert" responsible for evidence continuity, vehicle maintenance and assistance to the General Duty members with their Report to Crown Counsel in case of an arrest

Based on what was learned from the SCDP, the report identified the following directions for consideration of future research:

- Develop a better understanding of when enhanced enforcement can be most effective in reducing speed related crashes and provide police with tools to deliver enhanced enforcement in a more frequent and sustained patterns on high risk corridors
- Utilize collision data to identify optimal times/locations for enhanced enforcement
- Gain a better understanding of the effects of enhanced enforcement intensity on speeding behaviour
- Examine enhanced enforcement via a research protocol province-wide
- Examine the effect of enhanced enforcement accompanied by public awareness

Police Officer Motivation and Impaired Driving Enforcement Study

In September 2010, the Government of British Columbia introduced *Immediate Roadside Prohibition* (IRP) sanctions, which involved changes to the *Motor Vehicle Act* (MVA) that enabled police officers to issue substantial driving prohibitions to drivers affected or impaired by alcohol. Leading the support for the IRP approach were the parents of Alexa Middelaer, a four-year-old girl from Delta, BC who was killed by an impaired driver in 2008.

In dedication to her memory, "Alexa's Team" became a distinction awarded to BC police officers who process 12 or more impaired drivers in a single year by way of either *Criminal Code* charge or IRP legislation. Each year, the top 25 members of "Alexa's Team" are recognized as "Alexa's Team All Stars" for their diligence and dedication.

Police enforcement of alcohol-impaired driving further supported the BC government's goal to reduce the number of deaths caused by alcohol-impaired driving by 35 percent by the end of 2013; by 2014 the number of deaths related to drinking and driving had gone down by 52 percent since the inception of IRP in 2010.

The study had three main objectives: to assess the degree to which the IRP motivated police officers; to determine factors that distinguish "Alexa's Team All Stars" from other officers; and to identify trends in practice, motivation and management of BC's highest performing officers in the field of impaired driving enforcement.

The study found that three interconnected factors have contributed to the reduction in the number of alcohol impaired fatalities:

- Legislation: IRP had a strong motivating impact for police officers to interdict impaired drivers
- Public awareness: successful public information efforts about IRP in BC
- A strong emotional link: creation of the Alexa's Team is a strong reminder to traffic police officers as to why they are doing their job

The study also found that motivating factors which apply to Alexa's Team All Stars, such as: having adequate training; having clear goals and objectives; having an emotional connection to Alexa; and being recognized for a job well done, can be transferred to other traffic officers, thereby, improving their performance in apprehending impaired drivers.

Based on what was learned from the study, the report identified the following directions for consideration of future research and operations:

- Continue impaired driving awareness efforts involving Alexa's Team
- Incorporate the successful strategies and tactics of Alexa's Team All Stars into traffic officer training programs
- Examine how the strategies and tactics of Alexa's Team All Stars can be generalized to all geographical locations in the province
- Develop clear goals and objectives through a collaborative process with front-line officers
- Provide teambuilding and management training for traffic officer supervisors
- Develop a strategic communication plan with the goal of creating ongoing awareness of success stories

ROAD SAFETY PARTNERSHIPS AND STAKEHOLDER RELATIONS

The RSU is actively engaged in partnerships and stakeholder relations in support of road safety, including:

- Data and Measurement Committee – is an inter-ministerial working group responsible for addressing road safety data quality issues, including ongoing traffic fatality reconciliation and the production of the *2005 – 2014 Motor Vehicle Fatalities in British Columbia: Statistics Report*. Fatality data is regularly used by the Province to evaluate road safety initiatives and identify possible future actions. The data is also used by police agencies and stakeholders to inform enforcement strategies and awareness campaigns.

- BC Injury Prevention Alliance – is a provincial multi-disciplinary group focussed on injury prevention. The RSU participates in meetings focussing on road safety issues which in 2015, included urban speed limits, a discussion of data on the increase of ambulance calls to rural road crashes, as well as a child safety seat seminar.

- BC Road Safety Strategy – is supported through the efforts of five inter-disciplinary working committees, led by an Executive Steering Committee. RSU staff contributed to the advancement of provincial road safety goals as members of three working committees: Research and Data; Education and Awareness; and Safe Road Users. RSU supported the provincial Road Safety Strategy Conference through presentation of the findings from the 2014-2015 *Speed Corridor Demonstration Project*, as well as peer review of the *Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in BC*. The Executive Director of Policing and Security Branch is also a

member of the Road Safety Steering Committee, responsible for setting the strategic direction of provincial road safety initiatives.

- In 2015, the Safe Road Users Working Committee completed a research report in response to the *BC Coroners Service Child Death Review Panel Report - Review of Young Driver Deaths 2004 – 2013*. As well, the RSU's Speed Corridor Demonstration Project was featured in *Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia*[20].
- Participation in a province-wide consultation to strengthen BC's distracted driving sanctions
- Supporting Ministry of Transportation and Infrastructure's Variable Speed Limit pilot project
- Peer review in support of completion and public release of the Report of the Provincial Health Officer's report on road safety – *Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-Being in BC*
- Canadian Council of Motor Transport Administrators (CCMTA) – In 2015, the RSU participated in the CCMTA's Annual General Meeting in Whitehorse, Yukon, including actively contributing to the Road Safety Research, and Policy Standing Committee through presentation of the findings of BC's Speed Corridor Demonstration Project, and the Police Officer Motivation and Impaired Driving Enforcement Study. The RSU also served as BC's representative on CCMTA's Automated Licence Plate Recognition (ALPR) Project Working Group as part of a national ALPR study.

JUSTICE INSTITUTE OF BRITISH COLUMBIA

Equipping police with current, relevant knowledge enhances the quality of enforcement and increases the potential for officers to affect road user behavioural change through enforcement tactics and in their encounters with drivers. ETEP provides funding to the JIBC principally for municipal police officers to receive specialized traffic-related training.

JUSTICE INSTITUTE of BRITISH COLUMBIA

The JIBC and the RCMP Pacific Regional Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced training courses. This has resulted in some RCMP IRSU officers accessing JIBC courses and some municipal officers attending PRTC courses to enhance specific traffic enforcement skills.

The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Crime scenes diagramming

[20] http://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/road-safety-strategy-update-vision-zero.pdf

- Forensic mapping
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert
- Collision analysis
- Pedestrian collision

MEDIA AND PUBLIC AWARENESS EFFORTS

In 2015, the RSU supported public awareness of the BCACP Provincial Enforcement Calendar through: targeted radio advertising, coordinating MPSSG's ministerial and police leadership messaging, and participating in campaign events. Enforcement advertising was aligned with ongoing campaigns to provide positive public awareness messaging.

In addition to paid media, the RSU worked with ICBC to achieve and surpass its 2015 goal of generating six earned media mentions by three times. A total of 18 proactive earned media activities promoted enhanced enforcements efforts and the actions of BCACP Traffic Safety Committee members.